

**ROUTING AND TRANSMITT SLIP**

**5/20/82**

TO: (Name, office symbol, room number, building, Agency/Post)		Initials	Date
1.			
2.			
3.			
4.			
5.			

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

**REMARKS**

Attached are: a list of citizen groups contacted by our Public Affairs Office, the memo that those groups received, and letters we have received. Obviously the four that received the memo passed copies to others, based on the letters we received. I don't know why our P.A. people missed McLean Citizens Assn., but a copy was passed to the Assn. in any case.

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM: (Name, office symbol, Agency/Post)	Room No.—Bldg.

STAT

STAT  
STAT

RECEIVED

MAY 11 AM 10 48

McLean Citizens Association  
P. O. Box 273  
McLean, Virginia 22101

May 11, 1983

NCPC

STAT

Mr. Glen T. Urquhart  
Chairman  
National Capital Planning Commission  
1325 G Street, N. W.  
Washington, D. C. 20576

*Greg, FYI &  
Action -  
Attach  
to EDR*

Reference: NCPC Memorandum of April 13, 1983, regarding  
NCPC File #1485, CIA Headquarters Consolidation

Dear Mr. Chairman:

The McLean Citizens Association has been provided a copy of the referenced memorandum and appreciates the NCPC requesting comments on this project from concerned communities.

This matter was brought before the MCA's Board of Directors meeting on May 4, 1983. The Board agreed unanimously that prior to final agreement on any off-site road improvements associated with this project, the MCA be allowed to review and comment on such plans.

Thank you for your consideration in this matter.

Sincerely, ,

President

STAT

STAT

Community Relations

cc: DD/A thru AD/L 5/24  
OEXA/PAD 5/24

EVERMAY COMMUNITY ASSOCIATION

May 6, 1983

McLean, Virginia 22101

STAT

Mr. Glen T. Urquhart  
Chairman  
National Capitol Planning Commission  
1325 G Street, N. W.  
Washington, D. C. 20576

Dear Mr. Chairman:

Thank you for your memorandum of April 13 with regard to the off-site road improvements necessary for CIA to expand its facility and their impact on the Evermay Community Association (as well as other surrounding communities). Since receipt of the memo, the Evermay Community Association Board of Directors met with residents and representatives of surrounding communities which will also be impacted by the project, and, because of their deep concerns and anxieties generated by this project, will be submitting their comments to you directly.

After discussions last week with your staff and the VDH&T staff, it appears that any current plans/drawings of the off-site road improvements are tentative, and that firm plans/drawings will probably be available for review by mid-summer or early Fall. Attached are copies of our December 7, 1981, and January 6, 1982, letters which we present to the Commission to again emphasize our concerns about this project. Again, we request that they be inserted into the record and brought to the attention of all Commissioners for serious consideration and action. In addition and for the record, the Evermay Community Association wishes to reserve final comments on any off-site road improvements necessary for CIA's expansion until more firm plans/drawings are available for review.

In the meantime, we urge the Commission to consider every possible alternative for additional road construction and entrances and egresses that will eliminate or substantially reduce the already overburdened road traffic in this area. With Route 193 designated an historical highway and limited to two lanes, we feel it is imperative that alternative(s) be designed and developed to transfer some of the increased traffic load from the very heavily traveled corridors of Routes 123-193.

Mr. Urquhart, Chairman, NCPC

Page 2

We do appreciate the Commission's role in this project and its efforts to draw the affected communities into the deliberations. In this regard, our community is available to work with you on this project at any time. If you have questions, please contact me during the day at [redacted] or you may contact either [redacted] or [redacted] We await further information regarding this project so we can make additional comments.

STAT

STAT

STAT

With best wishes,

STAT

President

Enclosures:

ECA Ltr., Dec. 7, 1981

ECA Ltr., Jan. 6, 1982

Copy to:

Governor Charles Robb

Mr. Harold King, VDH&T

Senator John Warner

Congressman Frank Wolf

EVERMAY COMMUNITY ASSOCIATION  
McLean, Virginia 22101

STAT

December 7, 1981

Mr. T. Eugene Smith  
Vice Chairman, National Capitol Planning  
Commission  
666 Tintegel Lane  
McLean, Virginia 22101

Dear Mr. Smith:

At the McLean Community Association's monthly Board of Directors' meeting held on December 2, we were shown plans by the CIA for that institution's expansion of the building facilities and personnel at Langley. We of the Evermay Community, as well as other communities, have serious concerns regarding CIA's choice of options in formulating these plans and we wish to express them to you in the hope that you will be of some assistance.

It is our understanding that the Commission will be reviewing the CIA proposal in early January for approval or disapproval. Since the Evermay Community is located directly across from (and adjacent to) the CIA gate on Route 123, its plans impact on us in a very direct way both in regard to extra traffic loading and location of antennae close to Route 123.

I am sure you are aware of the current traffic problem on Route 123 between Evermay and G.W. Parkway and, in the opposite direction, to Tyson's Corner. We are at a loss in understanding CIA's decision to concentrate the added traffic load on the Route 123 gate rather than on the G.W. Parkway where it obviously appears to be more efficient and acceptable to the community residents. It is apparent to us (and to many other community representatives who attended the December 2nd meeting), that more acceptable alternatives have not been fully considered by CIA planners. More specifically, why not make more use of the obviously much more direct access and egress gate on G.W. Parkway, leaving the less heavy truck traffic to the 123/193 routes? It appeared that feasible alternatives which seemed both more efficient and, at the same time, much more acceptable to community residents were discarded in favor of technical solutions generated by a highly impersonal computer that totally disregarded community relations and the public welfare.

We are also extremely concerned over the present and future electric power requirements for the expanded CIA facility. Attached is a copy of a letter which clearly illustrates our concern here in Evermay. You surely must be aware of the VEPCO/Fairfax County case regarding the high-power transmission lines that were erected by VEPCO directly through the middle of Evermay, 50 feet from front doors.

Mr. T. Eugene Smith

Page 2

The residents of Evermay have been involved since 1977 in efforts to have these high-power transmission lines either rerouted or buried. We are now seriously apprehensive over CIA's voltage requirements and the re-inforcing of VEPCO's policy to cover our landscape with unsightly and potentially dangerous high-power lines and massive towers especially since the CIA representatives informed us that large amounts of computer and communications equipment would be installed in the planned additional 1.1 million square feet of office space. Will the residents of Evermay and other surrounding areas be the taxpayers/ratepayers who will suffer more and more from increased voltage lines hung from abominable towers? Will our health be endangered due to increased activity of equipment and the generation of strong electro-magnetic fields? Did the CIA/GSA environmental impact statement address this issue? As of December 2nd, no one at the McLean Citizens Association had seen a copy of the EIS, much less the residents of this community. One person, co-chair of the McLean Citizens Association's Transportation Committee, had seen the Environmental Assessment, but had only received it on the previous Friday to the Wednesday meeting. How has VEPCO been involved in this planning? Has our Congressional delegation been involved? Surely you can understand our concern and you will see fit to disapprove the present plan AND recommend highly feasible changes so that CIA would be able to meet its objectives without negatively impacting on its neighbors.

One further serious concern of ours involves CIA's decision to locate its planned meeting center and large disc antennae at the Route 123 gate. With all the space available to it further into its grounds and away from public roads and view, why has CIA elected to place the center and the antennae as close as it possibly can to its neighbors? They should be placed further into the campus, away from public roads and surrounding homes.

Having presented a summary of our concerns here, we would like to know if it would be possible for us to present our views to the National Capitol Planning Commission in person and if so, at what point would that be appropriate? Any information you can supply us about this matter and about your meeting date and agenda would be sincerely appreciated.

If you have any questions, please call me at [ ] during business hours, or [ ] We look forward to hearing from you.

STAT  
STAT

With best wishes, I am,

Sincerely,

[ ]

President

STAT

Enclosure



**CENTRAL INTELLIGENCE AGENCY**

**WASHINGTON, D. C. 20505**

**PUBLIC AFFAIRS**

**Phone: (703) 351-7676**

**6 June 1979**

STAT

[Redacted]  
Evermay Community Association  
5300 Stoneham Lane  
McLean, Virginia 22101

Dear [Redacted]

STAT

This is in response to your 10 May inquiry about possible CIA participation in the VEPCO decision to upgrade the transmission lines between CIA/Idylwood/Tyson's Corner substations. CIA did not request the upgrading. Furthermore, the project will not increase our power supply.

The CIA substation is located on U.S. Government property within the CIA compound, but the CIA is a VEPCO customer like other area users and has no voice in VEPCO policy. VEPCO informed the CIA in August 1978 that it had received permission from the State Corporation Commission of Virginia to rebuild the transmission lines in the area. VEPCO, in accordance with its agreement with the U.S. Government, requested written permission from the CIA for work to be done within CIA boundaries. We replied that we had no objection to the project, but we did not specifically approve it.

I hope this information meets your needs. We will be happy to answer any other questions you might have on the subject.

Sincerely,

STAT

[Redacted]  
Herbert E. Hetu  
Director of Public Affairs

## DOW, LOHNES &amp; ALBERTSON

1225 CONNECTICUT AVENUE  
WASHINGTON, D. C. 20036

TELEPHONE (202) 862-8000  
TELECOPIER (202) 659-0059

CABLE "DOWLA"  
TELEX 425546

WRITER'S DIRECT DIAL NO.  
(202) 862-8076

WILLIAM P. SIMS	JONATHAN B. HILL	MICHAEL A. PACE	MAXINE D. HOWARD
RICHARD L. BRAUNSTEIN	PATRICK H. ALLEN	FREDERICK D. COOKE, JR.	BLAIN B. BUTNER
JOHN A. RAFTER	J. DOMINIC MONAHAN	ALBERT H. TURKUS	JOHN T. BYRNES, JR.
JOHN D. MATTHEWS	MARSHALL F. BERMAN	SUZANNE MEYER PERRY	LINDA A. FRITTS
VINCENT T. WASILEWSKI	RICHARD D. MARKS	JOYCE TRIMBLE GWADZ	JILL S. JOSEPHSON
B. DWIGHT PERRY	JOHN I. DAVIS	HELEN E. DISENHAUS	DAVID J. WITTENSTEIN
DANIEL W. TOOHEY	ARNOLD P. LUTZKER	KENNETH D. SALOMON	NANCY L. WOLF
BERNARD J. LONG, JR.	MICHAEL B. GOLDSTEIN	EDWARD M. LEBOW	JAMES M. McELFISH, JR.
RALPH W. HARDY, JR.	JOHN R. FEORE, JR.	CHRISTOPHER C. SMALLWOOD	ROBERT M. WILCOX
CHARLES J. MCKERNS	LESLIE H. WIESENFELDER	ANDREW A. MERDEK	TIMOTHY J. O'ROURKE
EARL R. STANLEY	MICHAEL J. MCCARTHY	JOHN C. JOST	LISA K. PALMER
CHARLES H. HELEIN	KEVIN F. REED	JOHN D. WARD	THOMAS J. HUTTON
ALAN C. CAMPBELL	RAYMOND G. BENDER, JR.	TODD D. GRAY	DAVID D. WILD
JAMES A. TREANOR, III	WILLIAM A. SILVERMAN	JOHN H. POMEROY	CAROLYN A. WIMBLY
WERNER K. HARTENBERGER	DANIEL M. REDMOND	NOEL C. R. GUNTHER	CORINNE M. ANTLEY
BRENT N. RUSHFORTH	DONNA COLEMAN GREGG	JOHN P. SCHNITKER	NORA R. HOHENLOHE
J. MICHAEL HINES	DAVID P. FLEMING	R. BRUCE BECKNER	J. CHRISTOPHER REDDING
LEONARD J. BAXT	STUART A. SHELDON	JULIA A. WAYSODORF	

## OF COUNSEL

FRED W. ALBERTSON  
THOMAS W. WILSON

THOMAS H. WALL

May 13, 1983

STAT

HAND DELIVERY

Mr. Glenn T. Urquhart  
Chairman  
National Capital Planning Commission  
1325 G Street N.W.  
Washington, D.C. 20576

Re: CIA Expansion

Dear Mr. Urquhart:

Representatives of the Lynwood Homeowners Association recently had the opportunity to review your memorandum of April 13 distributed to some of the citizen's associations in the vicinity of the Central Intelligence Agency. For your information and for purposes of future notices, please be advised that Lynwood is a community of approximately 45 homes and additional undeveloped lots on the south side of Route 123 just west of the Evermay subdivision. Your memorandum was supplied to us by the Evermay Community Association. Please include us on the mailing list for all future notices.

We have had an opportunity to discuss the CIA expansion with members of that association and members of the Clearview Manor Citizens Association. Our concern with the CIA Headquarters expansion deals principally with the off-site road improvements tentatively proposed for the area in front of the CIA entrance and adjacent to the intersection of Routes 123 and Route 193. We understand from the administrators of the Virginia Department of Highways and Transportation that the road improvements are in the process of being finalized with the assistance of the design office of that department and a consultant.

Mr. Glenn T. Urquhart  
May 13, 1983  
Page Two

In connection with those improvements, your memorandum of April 13 solicited written comments by this date in advance of the June 1983 meeting when adoption of the "proposed federal capital improvements program for the national capital region" is tentatively scheduled. Accordingly, we have these preliminary comments and suggestions:

1. We believe that the NCPC should require that an updated traffic study of the Routes 123 and 193 corridors be conducted to determine the level of traffic in that area particularly during the morning and evening rush hours. Any study conducted during the next few months should take into account the fact that during the summer months the traffic along those roads appears to diminish somewhat. We trust that any updated traffic studies will be made available to the neighboring citizens associations for their examination.

2. Based on our discussions with the VDH&T staff, it appears that the current off-site proposal, a copy of which is attached, calls for three overpasses located approximately where the traffic signals currently are in front of the CIA and at the intersection of Route 123 and Route 193. The final plans scheduled for this summer may vary from the current proposal. Accordingly, we request that the drawings be placed in the public record immediately and that copies of the final plans be made available to us for comment well in advance of the public hearing.

3. We are very concerned that the CIA may not have considered all possible alternatives to the current proposal. One such alternative would be for the CIA to design off-site road changes for the GW Parkway entrance to the CIA grounds in coordination with the National Park Service and Interior Department. We believe that the GW Parkway entrance is currently under-utilized and that traffic studies will demonstrate that to be true. Alteration of the GW Parkway entrance to the CIA in lieu of changes to the Route 123 entrance would have the beneficial result of reducing traffic noise and other adverse environmental impact in the Route 123 and Route 193 area. Given the substantial wooded borders lining the Parkway which serves as a green barrier between it and the few homes nearby, the environmental impact of the changes on the Parkway would be minimal when compared to the proposed changes to Routes 123 and 193 where many homes are located.

Mr. Glenn T. Urquhart  
May 13, 1983  
Page Three

5. Please advise us upon the scheduling of any formal or informal meetings concerning the CIA expansion. We would be pleased to participate in such proceedings or to meet with any representatives of NCPC and other governmental units to discuss this project and review the final plans.

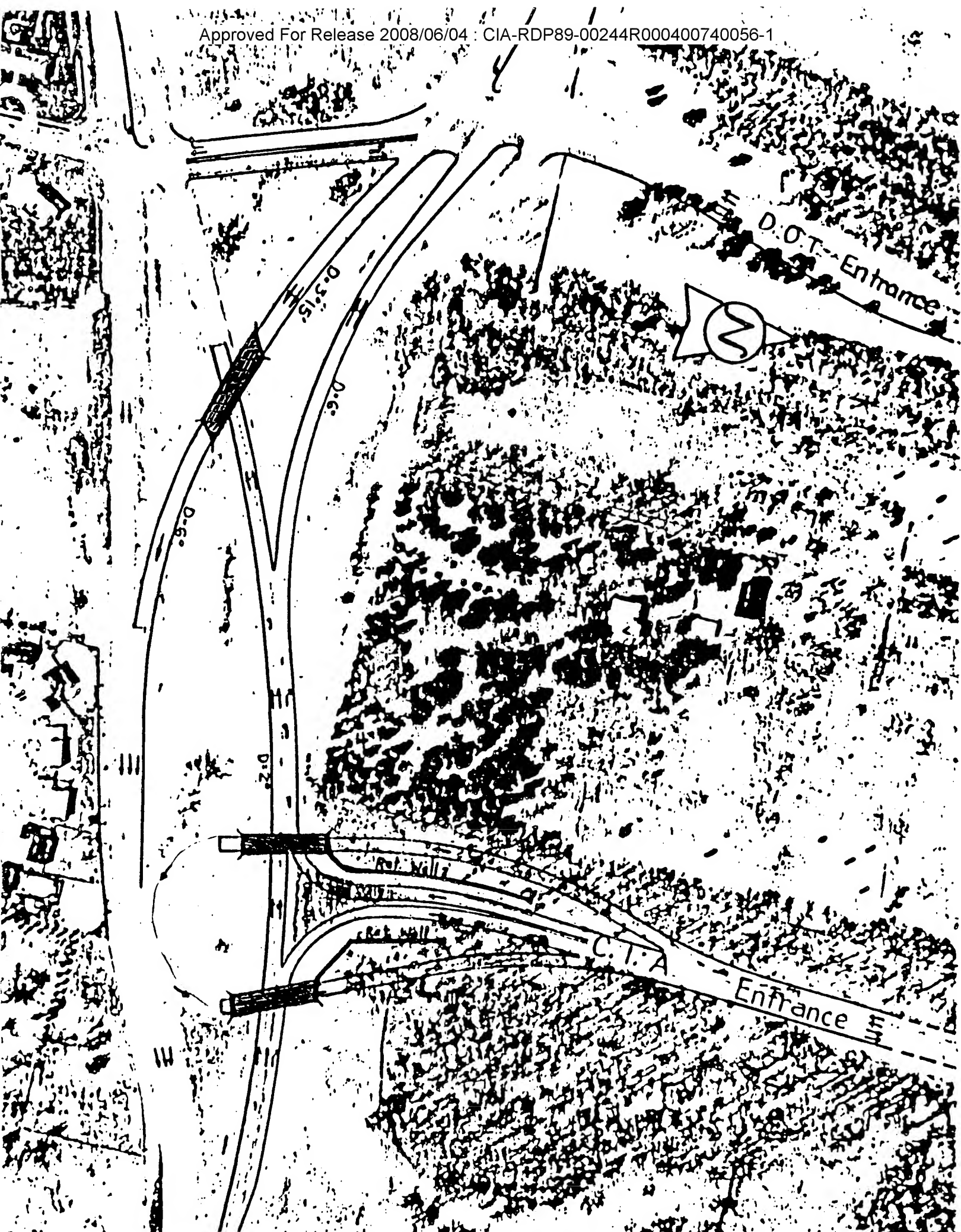
We appreciate the opportunity to give you our preliminary comments and welcome the opportunity to do so in the future. If you have any questions or additional information regarding the interests of the Lynwood Homeowners Association, please contact me or [redacted] [redacted] McLean, Virginia 22101.

STAT  
STAT

Very truly yours,

STAT

cc: The Honorable Charles S. Robb, Governor of Virginia  
The Honorable John Warner, U.S. Senator  
The Honorable Paul S. Trible, Jr., U.S. Senator  
The Honorable Frank Wolf, Congressman  
Ms. Nancy Falck, Supervisor  
Mr. David Gehr, Va. Department of Highways  
and Transportation  
Mr. Harold King, Va. Department of Highways  
and Transportation  
All Lynwood Homeowners



RECEIVED CLEARVIEW MANOR CITIZENS ASSOCIATION

STAT

MAY 16 AM 8 35

May 13, 1983

NCPC

Mr. Glen Urquhart  
Chairman  
National Capital Planning Commission  
1325 G Street, N.W.  
Washington, D.C. 20576

Re: CIA Headquarters Consolidation

Dear Mr. Urquhart:

The Clearview Manor Citizens Association has the following preliminary comments with respect to the CIA Headquarters Consolidation proposal and, in particular, its potential impact on off-site roads. For your information, Clearview Manor is the area directly across Route 123 from the CIA. The area has approximately 110 homes and also includes several undeveloped parcels of land.

We appreciate the opportunity to comment at this time and would like a further opportunity to do so before the proposal is finalized. We suggest that NCPC develop a more definite proposal and then provide interested parties an opportunity to review and comment upon it. We believe that it is essential that any problems with off-site road conditions be identified and corrected before additional employees are transferred to CIA.

Our association held a general meeting on May 10 to discuss the proposal. Although our review was limited by the preliminary status of the project, we did identify several potential areas of concern. We also identified some deficiencies in the material available in the NCPC files.

For example, the traffic study upon which the plan for off-site roads is to be based was conducted in the summer of 1981. Even recognizing that this was "seasonally adjusted", these are obviously the months with the least volume of commuter and school traffic. Moreover, a study done almost two years ago does not take into account the substantial residential and commercial development which has occurred in the Route 123 and Route 193 corridors. The projection that the opening of I-66 will reduce traffic using Route 123 is questionable. Insofar as the residents of Clearview Manor can determine, no such reduction has occurred. We also question the reliance upon car-pooling as

Mr. Glen Urquhart  
May 13, 1983  
Page Two

a means of reducing the expected traffic from the additional CIA employees. Based upon the criticism of HOV regulations applicable to I-95 and I-66, there does not appear to be any basis to expect that CIA employees will use car-pools to any greater extent than the general population.

In short, we feel that more reliable off-site traffic studies are required. Those studies must recognize and deal with the reasonable concerns of residents in the area. Our first and primary concern is traffic safety. As you will note from the rudimentary project map, Merchant Lane enters Route 123 very near the CIA entrance. This is the primary road used by residents of Clearview Manor to gain access to Route 123. Unfortunately, Route 123 curves just before it reaches the entrance to Merchant Lane so that entering cars have very little opportunity to see on-coming traffic or to be seen by on-coming traffic. This dangerous condition is aggravated by the fact that school buses also use Merchant Lane in the morning. Any development which could increase traffic flow or change traffic patterns will have a potentially adverse impact on the safe use of Merchant Lane. We urge that this factor be considered before final action is taken.

We are concerned that any installation and sequencing of new traffic lights take into account and consider the impact of in-bound traffic passing Merchant Lane. Especially during the morning rush hour, breaks in traffic on Route 123 at Merchant Lane seem to be attributable to the sequence of traffic lights in McLean. The possible installation of new traffic lights at Potomac School Road and on Route 193 could disrupt this situation.

The increased traffic congestion, which will increase noise and air pollution in direct proportion to the number of additional vehicles commuting to CIA, will directly affect the residents of Clearview Manor. We would like to know how this problem will be resolved. In this connection, we ask that you identify any environmental impact statement which considers this problem.

Again, we request that NCPC schedule a meeting with affected residents in the area to consider the above matters as well as other concerns. Representatives of the Clearview Manor Citizens Association are ready to meet with representatives of NCPC and other governmental units to discuss this project and our suggestions for improvements.

Mr. Glen Urqhart  
May 13, 1983  
Page Three

If you have any questions or additional information, please contact me or the Association's representative on the CIA project. [redacted] Her address is [redacted].

STAT  
STAT

Cordially yours,

STAT

[redacted]  
McLean, Virginia 22101  
[redacted]

STAT

cc: Governor Charles S. Robb  
Senator John Warner  
Congressman Frank Wolf  
Supervisor Nancy Falck  
[redacted]

STAT



THE COUNTRY  
DAY SCHOOL

6418 GEORGETOWN PIKE  
MCLEAN, VIRGINIA 22101  
(703) 356-4282

5 PM 12 06

May 12, 1983

NCPC

Mr. Glen T. Urquhart  
Chairman  
National Capital Planning Commission  
1325 G Street, N.W.  
Washington, D.C. 20576

Dear Mr. Chairman:

The Country Day School continues to have an active interest in anything impacting on the Langley Fork intersection of Georgetown Pike. This is the Fork where "Old" Chain Bridge Road intersects with Georgetown Pike.

Because we service 230 cars a day carrying young children and their parents, we feel it is our responsibility to call this dangerous intersection to your attention.

The additional traffic due to the new building expansion at the CIA only serves to increase the likelihood of a serious and tragic accident at this intersection.

I feel now that it is imperative that the lack of visibility be corrected by the simple removal of the small hill crest at this intersection--this removal appeared in the drawings of VDH&T for projected improvements.

The Country Day School requests that appropriate public hearings be scheduled regarding the acceptability of the road improvement plan that is currently being developed in conjunction with the Central Intelligence Agency Headquarters Consolidation, and that the Country Day School be given the opportunity to review the final plan at least thirty days prior to such public hearing.

Thank you for your consideration in this matter.

Sincerely,  
THE COUNTRY DAY SCHOOL

STAT

cc: Governor Charles S. Robb  
Senator John Warner  
Congressman Frank Wolf  
Commissioner Harold King, VDH&T  
Supervisor Nancy Falck  
Delegate Bob Andrews  
Delegate Clive DuVal

STAT

McLean, Virginia

STAT

MAY 15 AM 11 13

May 10, 1983

NCPC

Mr. Glen T. Urquhart,  
Chairman,  
National Capitol Planning Commission,  
1325 G Street, N.W.,  
Washington, D.C. 20576

Dear Sir:

I am contacting you on behalf of the residents of this community. We are concerned about certain features of the CIA expansion project in this area as it relates to traffic congestion and the expansion of utility systems which already are intruding obtrusively on our neighborhoods.

We attended a briefing of the expansion project at the McLean Community Center several months ago and have had a briefing here in our neighborhood for the members of our Association. We have found the CIA to be very cooperative in this respect. We understand the need for their expansion, but are concerned over the impact it will have on the already congested roads, the safety of our families and children, and the aesthetic value of our community. We have voiced our concern and recommended that they access the new facility through an already existing access off the George Washington Parkway or develop a new access off the Parkway to remove the bulk of the traffic off Routes 123 and 193. We were told that a transportation plan would be developed, but we haven't seen it. Needless to say that we were unpleasantly surprised to hear through the Evermay Citizen's Association that the project is proceeding insensitively and is currently to be reviewed by your Commission.

We have met with the Board of Directors of the Evermay Citizens Association. They advised us of their recent contacts with you, and we would like to express our appreciation to you for the opportunity which you have given to the citizens of this area to participate in the review of the plan. We will be working with the Evermay Association on this. We indorse their letter of May 6, 1983 to you and request a continuance of your review until we have an opportunity to review and comment on the CIA plan in its entirety.

Thank you for your courtesy,

STAT

STAT

President

Copy for:

Evermay Citizens Association



# The Potomac School

1983 MAY 12 May 10, 1983  
PM 3 47

Mr. Glen T. Urquhart  
Chairman  
National Capital Planning Commission  
1325 G Street, N. W.  
Washington, D. C. 20576

NCPC

Reference: NCPC Memorandum of April 13, 1983, regarding NCPC File No. 1485,  
Central Intelligence Agency Headquarters Consolidation

Dear Mr. Chairman:

The Potomac School has been provided a copy of the referenced memorandum and appreciates the National Capital Planning Commission recognizing that the Central Intelligence Agency program might have an adverse off-site impact on The Potomac School and its constituency.

The Potomac School would like to express to you its deepest concern for the potential adverse effect of the additional traffic generated by the CIA expansion program. We understand that a road improvement plan is being prepared, but it is not yet completed and it is not available for review at this time.

It is requested that any approval granted by NCPC be subject to the requirement that appropriate and acceptable road improvements will be constructed before additional Central Intelligence Agency employees are brought on site. It is also requested that appropriate public hearings be scheduled regarding the acceptability of the road improvement plan that is currently being developed, and that The Potomac School be given the opportunity to review the final plan at least thirty days prior to such public hearing.

Thank you for your cooperation in this matter.

Sincerely,

Chairman, Board of Trustees

cc: Governor Charles S. Robb  
Senator John Warner  
Congressman Frank Wolf  
Mr. Harold King, VDH&T  
Supervisor Nancy Falck

1301 Potomac School Road • P.O. Box 430 • McLean, Virginia • 22101 • (703) 356-4101

EVERMAY COMMUNITY ASSOCIATION

[redacted]  
McLean, Va. 22101

STAT

January 6, 1982

Mr. Sam Frazier  
National Capitol Planning  
Commission  
1325 G Street, N. W.  
Washington, D. C.

Dear Mr. Frazier:

Much to our dismay, representatives from the Evermay Community Association will be unable to appear personally before the Commission's meeting on January 7 with regard to the issue of CIA's expansion.

Since our letter of December 7 (copy attached), we have had a meeting with Congressman Frank Wolf, Mrs. Nancy Falck, and representatives from the CIA/VEPCO/McLean Citizens Association. Even though Mr. Wolf and Mrs. Falck are working with the National Park Service and the CIA/National Capitol Planning Commission, respectively, we still have concerns and would appreciate having our December 7 letter (with its enclosure) plus this letter read into the record at your hearing tomorrow.

I am truly sorry that we cannot personally represent our community and appreciate this opportunity of so doing. If there are any questions, please call at [redacted] during the work day.

STAT

With best wishes and many thanks,

Sincerely,

[redacted]

President

STAT

Enclosure